AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1.-8. (Canceled)

9. (New) A method for stabilizing a vehicle in a critical driving situation, comprising:

detecting the critical driving situation by a sensor system;

causing a regulating algorithm to intervene in a driving operation of the vehicle under a predefined condition using a brake system; and

before a stabilization intervention, building up a preparatory brake pressure of a low level at a wheel brake of a wheel at which the stabilization intervention is shortly expected.

10. (New) The method as recited in Claim 9, further comprising:

determining and monitoring a lateral acceleration of the vehicle and a steering speed in relation to threshold values;

building up the preparatory brake pressure if the lateral acceleration of the vehicle exceeds a first predefined threshold value and the steering speed falls below a second predefined threshold value.

11. (New) The method as recited in Claim 10, wherein the preparatory brake pressure is built up during a lane-changing maneuver, in which a first steering maneuver and a second steering maneuver in the opposite direction take place within a predefined time, if, in the second steering maneuver, the lateral acceleration is greater than a predefined threshold value and the steering speed falls below a threshold value.

12. (New) The method as recited in Claim 11, wherein the first steering maneuver has a lateral acceleration and a steering speed that each exceeds a respective one of the first predefined threshold value and the second predefined threshold value.

13. (New) The method as recited in Claim 9, further comprising:

deactivating the building up the preparatory brake pressure if a predefined deactivation condition is met.

14. (New) The method as recited in Claim 13, wherein the deactivation condition is a signal of the regulating algorithm with which a braking intervention is requested.

15. (New) The method as recited in Claim 14, wherein the deactivation condition is that a change in a steering angle over a predefined time is smaller than a predefined threshold value.

16. (New) A driving dynamics regulating system for stabilizing a vehicle in a critical driving situation, comprising:

a control unit in which a driving dynamics regulating algorithm is stored;

a sensor system for registering variables describing a driving condition; and

a brake system for performing a stabilization intervention, wherein, before the stabilization intervention, the control unit already activates a wheel brake of a wheel at which stabilization intervention is shortly expected and builds up a preparatory brake pressure of a low level.